

Safety IGA – Expanded Vote Tally

# OF VOTES	ISSUES
0	Two hundred additional lives could be saved if Michigan attained 100 percent seat belt usage compliance.
6	City and county road system accounts for 60 percent of the fatalities in Michigan.
7	The greatest gains in further reducing fatalities are to be had through enforcement and improved and systemized driver education.
2	Non-signalized intersections and run-off-the-road accidents account for 49 percent of all fatalities in Michigan and needs to be addressed by all authorities.
5	Affecting transportation system user behavior will have one of the biggest impacts on reducing the fatalities in Michigan.
0	Drugs and alcohol account for 500 deaths of men, women and children in Michigan each year.
9	Improving data collection and reporting and accuracy of data.
2	Encourage land use impact patterns that promote a reduction in the number of vehicular trips.
4	Increase use of technology in enforcement, education, and measuring driver habits.
1	Coming change in modal mix must be addressed.
1	Signalized intersection safety, particularly running red lights.
1	Enhance EMS capabilities.
4	Pedestrian fatalities are a high percentage of total fatalities.
1	No alternative transportation available that is acceptable for those who would choose other modes.
4	Opportunities to use technologies to reduce crashes and fatalities are not being taken advantage of to the fullest extent.
1	Multi modal emphasis on safety, including railroad crossings, safe bicycle routes and motorcycle safety.
0	Raising awareness of safety in our transportation system.
0	Need to consider enhancements to automobile technology, public/private political impacts and the design of safety into all projects to assure a safe environment.
2	Lack of uniformity on such things as pavement striping, signage, and between state and local agencies - - especially in rural areas.
1	There are jurisdictional, legal, and liability impediments to implementing best practices.
0	Stricter licensing procedures for elderly drivers.

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# OF VOTES	GOALS
5	Encourage Michigan to adopt the new national goal of reducing fatalities to one in 100 million vehicle miles traveled by 2008.
1	Cities, counties, MDOT and law enforcement pool financial and technical resources to reduce fatalities.
14	Accurate and up-to-date and accessible accident information for all modes of transportation must remain a high priority and is the key to having the tools to reduce fatalities in Michigan.
2	Improve safety for seniors, the disabled, and other vulnerable users.
10	Incorporating safety as a priority in every phase of project design and planning stages.
1	Improve grass roots education and stricter enforcement.
1	Improve intersection safety through application of technology.
2	Update Michigan's policy and procedures with consistent standards and enforcement across state transportation agencies.
1	Collect and analyze more data related to pedestrian accidents and improve design of streets, sidewalks, and streetscapes, operation maintenance, and data standards.
1	Decrease apathy for transportation related deaths and injuries.
2	Reduce fatalities related to running red lights.
5	Coordinating education and resources among local county and state agencies and non-government groups.
8	Begin to address transportation safety as a public health issue.
1	Educate on the importance of accurate data.

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# OF VOTES	ACTIONS
5	Encourage the creation of Traffic Improvement Associations (TIAs), similar to the Oakland County TIA, in each county or regional area.
2	Develop an outreach program to achieve the goal of one fatality per million vehicle miles of travel by 2008.
4	Provide information and education for road authorities regarding low cost/high benefit safety improvements.
5	Communication between enforcement agencies and engineers.
6	Expand/enhance partnerships of all transportation stakeholders to find ways to use technology to reduce crashes.
1	Separate and coordinate the different modes.
7	Demand an action plan to reduce crashes and fatalities by achieving behavior change and targeted high risk drivers.
1	Develop programs to identify high crash intersections and create improvement programs.
7	Continue education for drivers and non-drivers beyond initial license requirements and increase enforcement.
5	Define and improve data collection.
2	Improve capacity, provide incentives to increase mass transit use.
0	Monitor vehicle condition to ensure vehicles on the road are safe.
3	Make data driven decisions.
4	Improve standards for driver education and licensing for all modes.
2	Balance safety considerations for all modes.